

Date: April 5, 2011

To: Thomas J. Bonfield, City Manager
Through: Theodore L. Voorhees, Deputy City Manager
Mark D. Ahrendsen, Transportation Director
From: Felix Nwoko, Transportation Planning Manager
Subject: Authorization of Contract Amendment #3 with Renaissance Planning Group, Inc for the Transportation Study of NC 54/I-40 Corridor/Sub-area

Executive Summary

An amendment to the Transportation Study of NC 54/I-40 Corridor/Sub-area contract is necessary to cover additional technical analysis stemming from feedback received during the public review process. On May 18, 2009, the City Council approved a contract with Renaissance Planning Group, Inc. (RPG) in the amount of \$257,432.59 to undertake a transportation and land use study for the NC 54/I-40 corridor. This study was completed and the final draft report delivered in August 2010. Shortly thereafter, the public received notification of the draft report via the project website and e-mail distribution. Presentations of the draft report started in August 2010 and culminated with a public hearing on December 8, 2010. Feedback received during this public review process highlighted the need for additional analysis. Previous amendments to this contract addressed the key issues identified during the public review process, but the funds were not sufficient to cover all technical work identified in the Phase II work plan. This final request will fully cover all anticipated technical work necessary to address public concerns.

Recommendation

It is recommended that the Durham City Council:

1. Authorize the City Manager to execute an amendment to the Transportation Study of NC 54/I-40 Corridor/Sub-area contract with RPG in the amount of \$20,794.00 increasing the current contract value of \$329,182.59 to \$349,976.59;
2. Establish a contingency of \$38,000.00; and
3. Authorize the City Manager to execute additional amendments to the above referenced contract so long as the original contract amount and amendments do not exceed \$387,976.59 (i.e., the original contract, amendment no. 1, amendment no. 2, amendment no. 3, plus contingency amount).

Background

The NC54/I40 corridors provide principal access to major activity centers in Southwest Durham, Chapel Hill, Carrboro, UNC and points beyond. This accessibility has fueled tremendous growth within and around the defined study area. The NC 54 and I-40 interchange has consistently ranked among the most congested locations in the region. Development pressures within the corridor coupled with mobility and capacity issues have illuminated the concern that the existing and planned transportation infrastructure in this area is insufficient to accommodate growth and to address land use and transportation problems. The current highway facilities are not keeping up with demand and the demand for transit in this corridor continues to increase. Current transportation infrastructure is insufficient to provide efficient mobility for the work commute and increasingly for other travel purposes as well.

The NC 54/I-40 corridor/sub-area study analyzed and articulated the transportation problems and land use considerations within the corridor and recommended transportation and land use strategies to address current and future demand. These recommendations incorporate extensive public input received from six focus group meetings and three interactive workshops. Since the release of the draft study in August 2010 additional concerns expressed by policy board members, local officials, and members of the public highlight the need for further study and technical analysis.

Issues and Analysis

The NC 54 corridor serves as one of the important gateways between Chapel Hill and southwest Durham. The NC 54 interchange with I-40 along with the accessibility that this corridor provides to various employment centers, housing developments, the University of North Carolina (UNC), UNC Hospitals, Duke University, Duke Medical Center, and Research Triangle Park contributes to the popularity of this corridor for economic development. The vision of the DCHC MPO is to develop and implement transportation plans that are multimodal and fully integrate land use and transportation. The transportation study of the NC 54/I-40 corridor/sub-area provided a draft master plan that recommends strategies for shaping this corridor. An in-depth review of these strategies by staff, public officials, and citizens indicates that additional work is needed before this master plan can be finalized. If approved, analysis is expected to be completed no later than fall 2011.

Alternatives

Authorize the City Manager to execute an amendment to the Transportation Study of NC 54/I-40 Corridor/Sub-area contract with consultant Renaissance Planning Group, Inc, for an additional \$20,794, changing the lump-sum amount of the contract from \$329,182.59 to \$349,976.59. Establish a contingency of \$38,000 and authorize the City Manager to execute additional amendments to the above referenced contract so long as the original contract amount and all amendments do not exceed \$387,976.59 (i.e., the original contract, amendment no. 1, amendment no. 2, amendment no. 3, plus contingency amount).

Not authorize the City Manager to execute the proposed contract amendment with consultant RPG for an additional \$20,794 with a \$38,000 contingency, and forego additional technical analysis and revisions needed to reach a final set of recommendations that address the transportation and land use needs within the corridor while balancing public concern.

Financial Impact

Utilizing federal funds available through the MPO's STP-DA allocation, in combination with local matching funds from the City of Durham, Town of Chapel Hill, and Durham County will allow the City to leverage more funds to cover this amendment. This additional analysis will lead to a final master plan that balances the needs of the corridor with concerns raised during the public review process

Authorizing the contract amendment with RPG will obligate the City to providing an additional \$ 4,938.70 in matching grant funds toward the total contract amendment cost of \$387,976.59. These funds are available in the FY2010-11 Transportation Planning Grant budget.

SDBE Summary

This is a contract amendment. No compliance review was conducted in accordance with Ordinance to Promote Equal Business Opportunities in City Contracting.

Attachment

NC 54 I-40 Corridor Study Contract Amendment